(c) A "Corporate Safety Plan" of Indian Railway for the period 2003-2013 has been formulated and presented to both the Houses of Parliament on 19th August, 2003. The Corporate Safety Plan states the objectives, targets and strategies for which the Indian Railways would be striving in the next decade and envisages an action plan involving total investment of Rs 31.835 Crore for safety related works during the ten year period.

Some of the salient features of this Plan are:—

i. Aim to reduce overall consequential train accidents per million train kilometers from 0.44 in 2002-03 to 0.17 in 2012.13.

ii. Targeting elimination of collisions by extensive use of Anti-Collision Device (ACD) and other measures.

iii. 60% reduction in derailments.

iv. Reduction in fire accidents and consequent fatalities by 80% by adoption of fireproof coaches and use of fire retardant materials in the existing coaches.

v. Containing the rising trend in level crossing accidents.

vi. Aiming at reduction in fatalities in case of serious accidents by use of Crash Worthy Coaches and tight lock couplers with anti-climbing features.

vii. Reduction in accidents attributable to human failure by 40%

Security:— Railways Protection Force personnel have been entrusted the responsibility of escorting the passenger trains and security of passenger areas in terms of amendments to the Railways Protection Force Act, 1957 and the Railways Act, 1989. On an average, 1288 escorting parties have been escorting passenger train every day. Approximately, 3431 staff are being deployed for access control and passenger area security.

Re-development of goods-sheds by private sector

4011. SHRI B. K. HARIPRASAD: Will the Minister of RAILWAYS be pleased to state:

(a) whether the railways propose to invite bids for re-development of good-sheds by private sector into full- fledged warehouses;

(b) whether the sucessful bidders would be charged with a token licence fee of Rs. 1.00 per year for use of the railways land;

(c) whether the bidders would be required to share a part of their revenue, on per tonne consignment handled basis, apart from the licence fee; and

(d) whether the railways would make available such warehousing facilities for public sector undertaking like Coal India, Cement Corporation of India, Food Corporation of India and Fertilizer co-operatives?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) No, Sir.

(b) to (d) Do not arise

Gonda-Bahraich-Sitapur-Lucknow railway line

†4012. SHRI BHAGWATI SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) Whether it is a fact that sanction was accorded to the conversion of Gonda-Bahraich-Sitapur-Lucknow railway line into double line in 1997-98 on the out of turn basis;

(b) if so, the amount provided for this project during the last five years;

(c) whether work on Gonda-Bahraich (60 Kms.) phase-I has started;

(d) if so, steps taken to complete this entire project; and

(e) by when this would be completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (b) The work of Gauge Conversion of Gonda-Bahraich (60.34 Kms.) as first phase of Gonda-Bahraich-Sitapur-Lucknow gauge conversion project was included in the Supplementary Budget 1997-98 with the proviso that work would be taken up after obtaining requisite clearances. The clearance for the project was accorded by the Government in September, 2001. The anticipated expenditure upto March, 2005 on the project is Rs. 1,0020 crore. An outlay of Rs. 1.00 lakh has been provided for the project in the Budget 2005-06.

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†Original notice of the question was received in Hindi.